MINUTES OF THE DRC Sales Report #150

L-CAR FRONT BRAKE MEETING

OF MARCH 16, 1978

Present:

D. B. Bain
J. E. Clark
D. P. Conlon - Abex Corp.
A. Korn - Kelsey-Hayes
W. H. Rankin
K. Rinker - Kelsey-Hayes
R. T. Robinette - Kelsey-Hayes
L. L. Shively
G. W. Smith
R. W. Steere

Lining - General

- Batch X-75, production type IME, exhibited excessive wheel "black dust" contamination at only 250 miles of general endurance on Program Car 029. Examination revealed an average wear of .020".

- D. Bain to escalate MVSS 105 testing w/X-75 parts to verify their performance, as these parts are thought to be representative of every day production IME parts about to be put into vehicle production.

- Usage of the quarantined group of 37,000 7018C lining pucks at Kelsey-Hayes, Jackson, seems apparent to maintain vehicle production. Brake Engineering examination of 8 of the questionable assemblies resulted in the following:

  - Of 5 assemblies marked as visually acceptable, all 5 appeared structurally sound when sectioned.

  - Of 3 assemblies marked as visually unacceptable, only one appeared structurally questionable when sectioned.

  K. Rinker and D. Robinette to establish visual inspection acceptance levels at Jackson and aid the plant in sorting thru this group of parts.

  P.G. to run MVSS 105 with parts representing the minimum level of quality that the plant would inspect to, and also at a level below that (i.e., unacceptable for shipment).

- CW1816 still being evaluated. Reasons for usage include the shortage of Abex parts due to their strike and a possible field fix for noise complaint vehicles. These parts may have to be limited to power only cars.

- Mr. Steere asked to have P.G. run a ride evaluation with a car equipped with 7018-C on one side and CW1816 on the other. No problem